

CLASSIFICATION

COUNTRY Germany/Soviet Zone REPORT NO. [REDACTED]TOPIC Finow Airfield

25X1X

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 2 - one sketch on ditto and one map

REMARKS

Document No. 6No Change in Class. ☐☐ DeclassifiedClass. Changed To: TS SDate: 08 AUG 1978Page: 24

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1. Six MiG-15s, three biplanes, and about 30 unidentified aircraft were seen at the Finow (N 53/V 08) airfield at noon of 12 February 1951. (1) T [REDACTED] poor visibility.
2. Two MiG-15s were marked with the red numbers 10 and 26. Of the four MiG-15s parked in the northeastern corner of the field, two had a little red flag on their noses. All four MiG-15s had a semicircular blister the size of a steel helmet mounted on top of the left wing, about half way between the fuselage and the landing gear. The blister, which was noted for the first time, was covered with canvas. (2) A spur (sic) was seen at the outward end of one of the fins of the elevator assembly.
3. Near the two jet fighters there were devices, covered with canvas, which looked like large gramophone horns. (3) A soldier wearing a fur flying suit was standing near these sets. A radio truck fitted with three rod antennae was seen near the group of four MiG-15s. (4)
4. Many soldiers wearing black-bordered blue epaulets, red-bordered black, and black-bordered black epaulets in equal proportions were seen in Finow. Five new field kitchens were seen passing through the town. The total troops quartered in Finow was estimated at 2,500 men of various branches of service.
5. From 9 to 9:30 a.m. on 17 February 1951 eight jet fighters with swept-back wings were seen parked in groups of two, four, and two at various places on the Finow airfield. Another 25 aircraft were parked in three groups at the northern edge of the field. Two biplanes were also parked in front of the hangars. (5)

6. There was no flying on 17 February. There was an 8/10 overcast and the weather was cloudy.

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7. The two MiG-15s parked at the eastern edge of the field were painted with red numbers 07 and 18. Only the cockpits were covered with a light-colored canvas. The cockpits of the four jet fighters parked in the northeastern corner were covered in the same way and had the red numbers 21, 23, 24, and 26. (6) The air intakes and outlets were fitted with red cowlings. The aircraft with the numbers 23 and 24 had a little red flag fastened on a pole 40 cm high on their noses. Aft of the cockpits of the four jet fighters was a slanting antenna rod with an ear at its end. No antenna wire was observed. The blister-like device described in paragraph 2 was seen on all the four jet fighters. The spur mentioned in paragraph 2 was also seen. No attachments were seen under the wings.

8. A wooden building 6x8 meters was standing at the northeastern corner of the field. Its back wall was fitted with an unbraced rod, 6 meters high. It was impossible to determine whether the runway was cleared of snow.

9. From 8:15 to 9:15 a.m. on 19 February 1951, 35 MiG-15s, 24 of them covered with tarpaulins, 7 single-engine low-wing monoplanes, and 3 biplanes were seen at the Finow airfield. (1) The weather was sunny and visibility was good. The occupation of the hangars could not be determined. No rods or similar devices were noticed on the noses of the planes. All the jet fighters were fitted with slanting antenna rods mounted aft of the cockpits. Triangular shading indicating flaps or similar devices were seen on both sides of the tails of the planes. The tails were marked with the red numbers 19, 21, 22, 23, and 24 and with the black numbers 12, 27, and 28. A plane with a black number 33 was towed by jeep toward the repair hangar.

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10. Two [redacted] were seen at the field, including B 7-84-81 (tr [redacted]) and /3-04-80 (tank truck). Truck [redacted] was seen in Finow.

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11. From 8:15 to 9:15 a.m. on 19 February, MiG-15s were flying. Four planes with red numbers and four others with black numbers took off individually at intervals of about 200 meters. One of the fighters was spouting red flames while taxiing on the runway. The planes landed after about 45 minutes at intervals of about one minute each. (7) About three-fourths [redacted] were needed for the landing run. After landing, two [redacted] aircraft dispersal area, [redacted] side by side to their thalerstrasse. Refueling of planes [redacted] observed.

12. The radio installations previously observed east of the runway were still there. The radar set on the landing strip north of Finow near the brass works was not in operation. Neither personnel nor motor vehicles were observed. On 21 February the radio installation north of [redacted] all in the same spot. (9)

13. On 12 February a radar set with ears was seen near Finow north-east of the brass works, in the middle of the northern edge of the small airfield. (8) A big plane was parked at the western edge of the field. (10)

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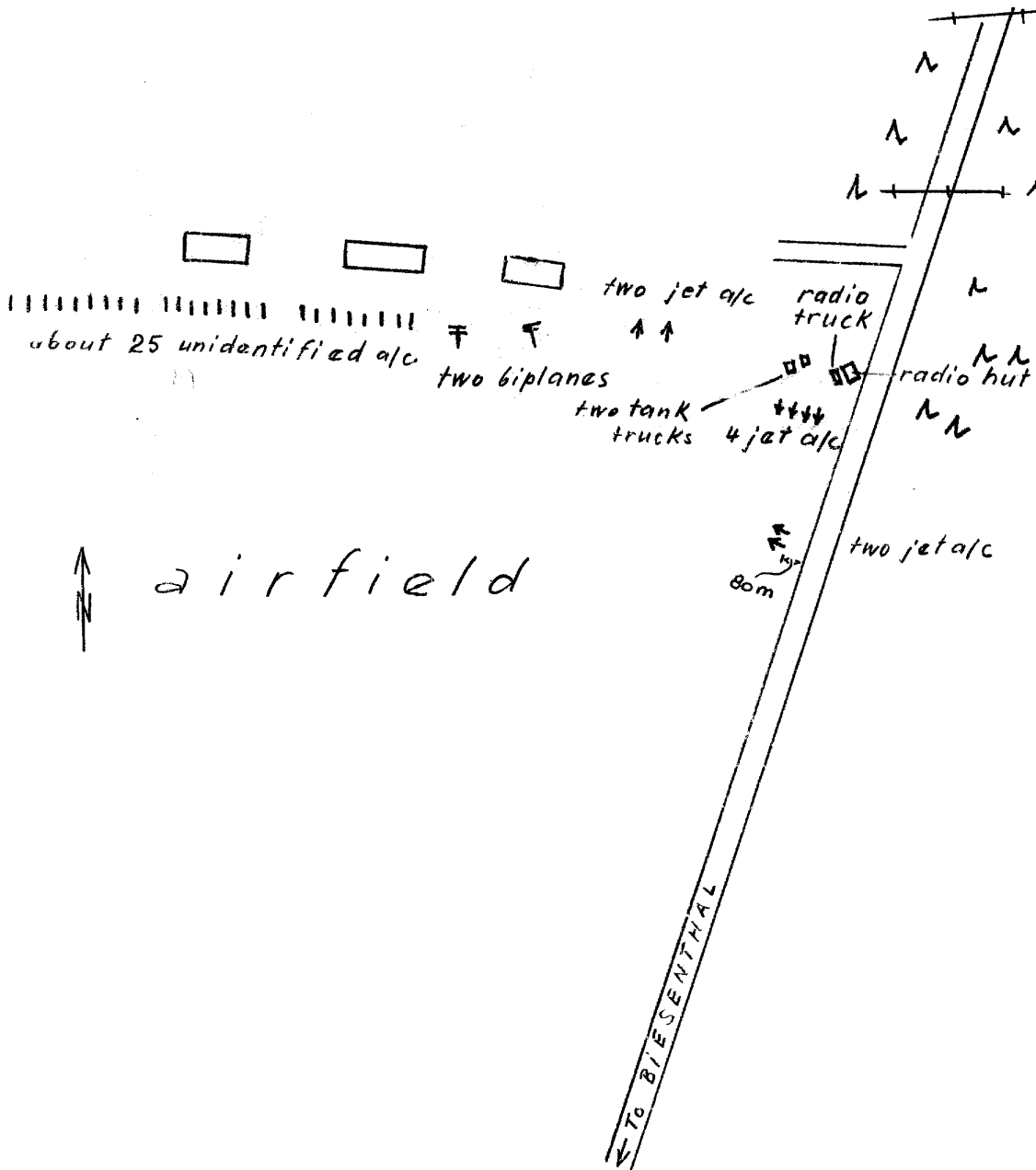
Comments.

- (1) The number of MiG-15s observed at the field is approximately the same as that continually reported by different sources since January 1951. The other MiG-15 planes of the two fighter regiments stationed at [REDACTED] probably in the hangars.
- (2) This device [REDACTED] clear, is reported for the first time [REDACTED]
- (3) Presumably, a sound locator.
- (4) These four aircraft are believed to form the alert squadron.
- (5) The fact that these planes were parked in three groups possibly indicates that a fighter regiment may now comprise three squadrons. From the number of fighter aircraft observed at various fields it appears that a fighter regiment is now equipped with 40 aircraft as against 50 previously observed. There is a possibility that the number of squadrons was reduced from four to three. However, this is unconfirmed. For arrangement of aircraft at the field, see Annex I.
- (6) All the aircraft numbers reported have been previously observed in Finow. A total of 60 numbers have been secured there.
- (7) This statement agrees with previous information. No MiG-15 has been observed flying for more than one hour. This type of plane is not fitted with auxiliary fuel tanks.
- (8) The locations of the radio installations were reported previously. The existence of a radar [REDACTED] at the landing strip was confirmed by another source in paragraph 14 of the present report. The set is of the Dumbo type.
- (9) According to [REDACTED] reports, this installation is a landing beacon. [REDACTED]
- (10) The landing strip is only used by PO-2 aircraft, probably liaison planes of an army headquarters.

Annex 1: 1 sketch on ditto
~~1 map~~

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Arrangement of Aircraft Seen at the Finow Airfield .



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